GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:217
ANSWERED ON:29.11.2007
CREATION OF NEW RAILWAY TRACK CAPACITY
Jatiya Dr. Satyanarayan

Will the Minister of RAILWAYS be pleased to state:

(a) the existing and future action plan for creation of railway track capacity essential for passenger and freight rail transport in the country;

(b) the analytical details of the required track capacity rakes, passenger coaches and the present status of demand and supply in this regard; and

(c) the year-wise details of progress made in construction of railway tracks during the last three years?

Answer

MINISTER OF RAILWAYS (SHRI LALU PRASAD)

(a) to (c) : A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 217 BY DR. SATYANARAYAN JATIYA TO BE ANSWERED IN LOK SABHA ON 29-11-2007 REGARDING CREATION OF NEW RAILWAY TRACK CAPACITY

(a) to (c) : In order to carry additional freight and passenger traffic in future, Railways have on hand 272 track capacity works, which on completion would add 20,852 kilometers to the Broad Gauge system. The estimated throw forward cost of these works is approximately Rs 55,000 Cr.

A substantial amount of traffic moves on the High density routes viz. the ones which connect the four metropolitan cities of Delhi, Mumbai, Chennai, Kolkatta, and the Delhi − Gauhati route. Railways have already announced construction of two Dedicated Freight Corridors between JNPT-Tughlakabad (1483 kms) and Sonenagar-Ludhiana, (to be later extended to the deep sea port of Kolkatta) (1279 Kms) at a cost of more than Rs.28,000 crores to give relief to two of the densely saturated routes viz. Delhi-Mumbai and Delhi-Kolkata routes. In addition, feasibility studies have been ordered on four other corridors −
(i) North − South (Delhi − Chennai);
(ii) East − West (Mumbai − Kolkotta) ;
(iii) South − East (Vijayawada − Kharagpur) and
(iv) South − South (Chennai − Goa).

In addition, Railway proposes to augment its track capacity in XI Plan by ~ 15,500 kilometers, including 2000 kilometers of new lines, 3500 kilometers of doubling and 10,000 kilometers of gauge conversion.

The revenue earning freight traffic in the XI Five year plan period is expected to increase from 728 Million tons in 2006-07 to 1100 Million tons in 2011-12. The corresponding freight output is expected to increase from 475 billion ton kilometers in 2006-07 (prov) to 707 billion ton kilometers in 2011-12. In order to cater to the projected freight traffic, it is expected that 62000 wagons would be required during the XI Plan. Railways will also require to induct 1800 electric and 1800 diesel locomotives for carrying the projected traffic in the XI plan. In addition to enhancing the capacity of the existing diesel and electric locomotive manufacturing units, railways are also going in for setting up a diesel locomotive factory at Marhowra and electric loco factory at Madhepura which will produce 150 and 120 locos per year respectively.

Since capacity augmentation takes time, Railways have taken immediate steps to enhance the throughput by increasing the carrying capacity of wagons by 6 tons on most of the routes and by 8 tons on selected routes and also strengthen the track, bridges and allied structures. In addition, 28 heavy mineral routes with over 6900 route kilometers have been further identified for implementation of 25 Ton Axle load. Also on selected routes, double stack containers trains have been permitted to further enhance the throughput per train.

Railways also plan to induct wagons of better design, higher capacity, longer life and low on maintenance.

The passenger traffic in the XI Five Year Plan is expected to increase from 6242 million passengers in 2006-07 (RE) to 8400 million in 2011-12. The corresponding passenger output is expected to increase from 700 billion passenger kilometers to 880 billion passenger kilometers.

In order to cater to this increase in passenger traffic, it is expected that 22500 coaches would be required during the XI Five year

Plan, implying a yearly requirement of 4500 coaches. In order to meet this requirement, the production capacities of the existing units − Integral Coach Factory, Perumbur and Rail Coach Factory, Kapurthala - are being enhanced to 1500 and 1400 coaches per annum respectively from the present capacity of 1000 coaches per annum each. Further, a new coach factory is also being planned to be set up at Rai Bareily to bridge the shortfall in the requirement and production capacities.

Railways have constructed a total of 4084 kilometers of track in the last three years. The details are as under:

(All figures in Kilometers)

Category	New Lines	Doubling	Gauge Conversion	Total
2004-05	150	779	282	1211
2005-06	180	744	231	1155
2006-07	250	1082	386	1718
Total	580	2605	899	4084